

Boston.

Sch. Catherine G. Burke, 40,000 haddock, 20,000 cod, 3000 hake, 5000 cusk.
Sch. Manhasset, 40,000 haddock, 15,000 cod, 15,000 cusk.
Sch. Gertrude, 50,000 haddock, 8000 cod, 2000 cusk.
Sch. Warren M. Goodspeed, 20,000 haddock, 3000 cod.
Sch. Walter P. Goulart, 3000 haddock.
Sch. Mary T. Fallon, 20,000 haddock, 5000 cod.
Sch. Belbina P. Domingoes, 20,000 haddock, 1000 cod.
Sch. Victor and Ethan, 16,000 haddock, 4500 cod.
Sch. Richard, 20,000 haddock, 10,000 cod, 10,000 pollock.
Sch. Lochinvar, 500 cod, 20,000 hake.
Sch. Massasoit, 5000 haddock.
Sch. Sarah, 500 haddock, 1000 cod.
Sch. Mary B. Greer, 15,000 haddock, 1000 cod, 12,000 hake.
Sch. Metamora, 18,000 haddock, 9000 cod, 4000 hake.
Sch. Ethel B. Penney, 20,000 haddock, 3000 cod, 2000 hake.
Sch. Helen B. Thomas, 6000 haddock, 1000 cod.
Sch. Blanche Irving, 5000 cod.
Sch. Morning Star, 2000 cod.
Sch. Two Sisters, 1000 cod.
Sch. Gracie.
Sch. Freedom, 1500 cod.
Sch. Mary Emerson, 2000 cod.
Sch. Eva Ayina, 2000 cod.
Sch. Diana, 1500 cod.
Sch. N. A. Rowe.
Sch. Sylvester, 1000 cod.
Sch. Dixie, 3000 cod.
Sch. Flora J. Sears, 14,000 haddock, 500 cod.

April 13.

Sch. Matiana, 12,000 haddock, 1000 cod.
Sch. Helena.
Sch. Laura Enos.
Sch. Scout.
Sch. Regina, 2d.
Sch. Aspinet, 2500 haddock, 10,000 cod, 500 hake, 10,000 cusk, 1500 pollock.
Sch. Wodan, 3000 haddock.
Sch. George E. Lane, Jr., 15,000 haddock, 1000 cod, 1000 cusk.
Sch. George H. Lubee, 5000 cod, 20,000 hake.
Sch. Leo, 11,000 haddock, 1000 cod.
Sch. Mattakesett, 5000 cod, 20,000 hake, 10,000 cusk.
Haddock, \$1.50 to \$2 per cwt.; large cod, \$4 to \$4.50; market cod, \$2.25 to \$2.50; hake, \$2 to \$4; pollock, \$2.

Provincial Fishermen Arrive.

A number of Provincial fishermen arrived here Sunday to engage in Rips fishing.
The large majority of the captains and crews for some of the Rips fleet, who were expected here on Sunday, however, did not arrive and now will not get here until Thursday. An accident on the railroad on the South Shore the other side of Yarmouth, was the cause of their missing the steamer leaving the latter port for Boston on Saturday.
As far as could be learned none of the men bound here were injured, but all of them, to the number of fully 200 will be hung up at Yarmouth, for a few days awaiting the sailing of the next steamer.

April 14.

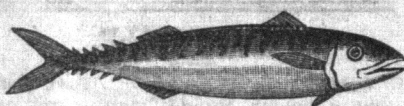
SEALING FLEET CATCH.

Newfoundland Vessels Have Secured 200,000 Seals.

A total catch of approximately 200,000 seals is reported from the sealing fleet—the first of which the steamer Florizel arrived at St. John's N. F., Saturday night. The Florizel brought a heavy catch of 31,000 seals. She reported that the Beathic has 32,000; the Bella Venture 28,000; the Bonaventure 26,000; the Eagle 17,000; Adventure 11,000; the Bloodhound 10,000; Algerine 8,000; Ranger 6,000 and Yoland 5,000.
The remaining vessels of the fleet have small catches which will bring the total up to about 200,000 seals.
News from the squadron of seal fishermen which have been in the Gulf of St. Lawrence, while the rest of the fleet have been engaged in more northern waters, indicated that the probable total catch of the gulf squadron will exceed 25,000 seals, which will make the probable catch or the whole fleet for the season a little better than 1907 or 1908. The steamer Viking from the Gulf of St. Lawrence, passed Cape Ray at noon today bound to St. John's, and signalled that she had a good catch of seals aboard. The sealing steamers Boethic with 33,000 seals and the Bonaventure with 33,000 seals, arrived Saturday night from the main part of the fleet.

MILES OF MACKEREL.

Reported Off Delaware and New Jersey Coast.



Cheer up! There are mackerel out south, lots of them, and some of them will be caught before long. The fleet has a whole month yet, and a week over, when stretched to the limit. Read about the miles of mackerel seen by the steamer Arapahoe:

Capt. Chichester of the steamship Arapahoe, which arrived at New York yesterday, from Jacksonville and Charleston, reports having passed through immense schools of mackerel while off the Delawares capes and New Jersey coast last night.

There was school after school, each containing millions of the fish. One school alone, according to Capt. Chichester, covered an area of more than a square mile. He said he had not seen so many fish together in years.

April 14.

KEEPING WARM WITH ICE.

Employed to Keep Fruit in Cars from Freezing in Winter.

A government expert has devised a novel method of keeping a car or compartment comparatively warm in zero weather; not by fire, but by the utilization of ice.

A well insulated car is fitted at each end with four galvanized iron cylinders reaching from the door to the top of the car. In summer these cylinders are filled with ice and salt to keep the car cool. In winter they are filled with ice to keep the contents of the car from freezing.

Ice is normally at a temperature of 32 degrees Fahrenheit, and is a substance that changes temperature reluctantly, being a poor conductor of heat or cold.

Consequently when zero weather prevails outside the cylinders of relatively warm ice prevent the escape of heat, in other words, they maintain the temperature within the car.

Another method whereby ice is employed for protection against cold consists in throwing a plentiful stream of water on the car when the temperature is near the zero point. The water freezes at once and forms a complete coat over the car. The action of this ice is the same as in the case of the cylinders filled with ice.

A similar plan is frequently adopted in the transportation of bananas, a fruit particularly susceptible to cold.—National Provisioner.

April 14.

MAMMOTH LOBSTER.

There is on exhibition in a window in Saco, Me., the largest lobster that has been landed in those parts for years, if not ever. The lobster measures 30 inches in total length and his body proper is 20 inches long. Before boiling he weighed nine and one-fourth pounds, and boiled weighed seven pounds.

The lobster was caught by John E. Lewis, Jr., off Straton's island in Saco Bay, in one of his traps last Wednesday. The big fellow was the only occupant of the trap, and none of the lobsters in the other traps near by was of greater than average size.

April 14.

Cleared \$839.73.

Sch. Arginia of Lunenburg, N. S., the new craft whose maiden trip was to Fortune Bay, N. F., for a cargo of frozen herring, under charter to Capt. Solomon Jacobs of this city, and whose fare which landed at Boston, cleared \$839.73 net, on the voyage.

Passed Seining Fleet.

Capt. Rodick of steamer Jacob Luckenbach from Sabine, Texas, which arrived at Portland on Monday, reports on Thursday last a short distance off Cape Hatteras passed a fleet of 19 mackerel seiners at anchor, and again when off Body Island passed another fleet of seiners bound south.

TORCH FISHING NOW PROHIBITED

Bill Forbidding Practice in Salem Harbor Signed.

Gov. Draper signed the bill to prohibit torching for herring in Nahant and Salem harbors on Monday. The bill has been changed considerably from the form in which it was submitted by the petitioners and the town of Danvers has been included in its provisions. As it is signed by the governor it reads as follows:

Section 1. It shall be unlawful for any person to display torches or other light, designed or used for the purpose of taking herring or other fish, in Nahant bay, Beverly harbor, Salem bay or in the vicinity or in any inlet therein, or in any waters westerly and northwesterly of a line drawn from East Point, Nahant, to Egg Rock, to Ram island, to Tinker's island to Lowell island, to Baker's island to the eastern end of Great Misery island, then to the southern point of Gale's Head, Manchester, including Manchester harbor and Bass river, Beverly, and its tributaries provided, however, that the boards of health of the cities of Beverly and Salem and of the towns of Danvers, Manchester and Marblehead may grant permits for the display of torches or other lights for the purpose aforesaid, within the limits of their respective cities or towns during the months of October to April, inclusive, of any year, with such restrictions as in their judgment will prevent the same from constituting a nuisance; and they may at any time revoke any such permit.

Section 2. Whoever violates any provision of this act shall, for a first offence, be punished by a fine of not less than \$50 nor more than \$200, or by imprisonment for not less than six months nor more than 12 months, or by both such fine and imprisonment; and for a second offence, by both such fine and imprisonment.

The governor some time ago signed a similar bill applying to Lynn harbor and the Saugus river.

DECOMPOSITION OF FISH.

Experiments Made by Expert of Fishery Board of Scotland.

The Fishery Board for Scotland has issued a report on the scientific investigations carried out by their officials during the past year. Among the principal subjects dealt with was one on "The Decomposition of Fish," by Dr. A. G. Anderson, M. D., and which is perhaps the one that possesses most interest for the general reader and for fishermen.

He proceeds to discuss "rigor mortis," or the stiffening of the fish after death. This he considers is a subject of no less importance to those engaged in the inspection of fish in the interests of public health than to trawl fishermen and fish curers, who are concerned in the preservation of fish as long as possible in the fresh state. Although in from 15 to 30 minutes after being taken out of the water a fish is to all appearances dead, the muscles still retain an irritability for from 10 to 15 hours, according to circumstances. After this, rigor mortis or rigidity sets in. The length of time the fish may remain quite stiff depends upon various circumstances, such as the fish being in season and in healthy condition; if they are killed at capture; if they are gutted immediately on capture; and if they are kept at a low temperature. If the fish is in these conditions the rigidity will be longer in setting in, say from 10 to 30 hours, and will last longer, say from one to three days. If the fish is not in these conditions both effects will come quicker. The most important of these conditions is the maintenance of a low temperature.

Dr. Anderson undertook several experiments to find out the best time for icing fish—whether before, during or after rigor. As the result of these, with both haddocks and whittings, gutted and ungutted, he finds that the best time for icing is before the stiffness has set in; but, he points out, these, in the meantime, are only provisional conclusions. Dr. Anderson found that a mixture of sawdust and ice was better than ice alone for preventing decomposition. The detection of rigor is sometimes difficult. A fish in it, if balanced on the finger will remain rigid,

April 14.

but if rigor is passing off it may drop head or tail or both. The fish also, from being firm and elastic, becomes soft and inelastic, and pits easily upon pressure. This part of the subject, the writer says, has been treated in some detail, because on the one hand those who have to preserve fish in its fresh state have not given it due consideration nor recognized the great commercial value; and on the other hand, the subject is often inadequately understood by those whose duty it is to examine fish in the interests of public health.

April 14.

NEWFOUNDLAND SEAL FISHERY.

Sailing Ships Being Superseded by Steamers.

The Newfoundland seal fishery is taking on a new phase this season by the introduction of five fast, powerful steel steamships, which it is feared will soon destroy the seal herds, as the Behring sea seals have been exterminated already.

The Newfoundland seal hunt was formerly prosecuted in sailing ships and in those days annual catches of 600,000 seals were secured. Within the past 50 years, however, wooden steamers of the class of whaler have been introduced and the industry is now confined wholly to them, with the result that the catch has dropped to about 300,000 annually.

Three years ago a steel freighter was introduced, specially built to contend with ice and sufficiently powerful and large to be used for ordinary traffic during the rest of the 12 months, for the sealing lasts only six to eight weeks, and the old-style sealers were too small and too slow to be utilized for any other trade, and had to tie up for the remainder of the year, so that the capital invested in them was locked up during this long period.

The steel ship proved a great success and each year has secured about 30,000 seals, while for the rest of the year her earnings in the carriage of coal, lumber and ore yield a sum equal to the value of the seals. This meant that as a ship of the old fleet was lost or otherwise got rid of

She Would Be Replaced by a Steel Boat,

and the mishaps of the past two seasons enabled this to be made a certainty.

Of the fact of 23 steamers engaged in the seal fishery this year five are of the new type, every one making 13 knots, and all splendidly built and fortified to contend against ice. The probability, therefore, is that they will all get catches as large as the Adventure, or 30,000 each—in all 158,000, or half the annual take. This will leave only another 150,000 for the other 18, or less than 10,000 each on an average, so that the venture promises to be unprofitable for these unless they go in for killing old seals.

The young ones are usually the prey and ships kill their load of these and get home within a month. The old ones expect to get back before the first week in May.

Next season there will be two, if not three, more steel ships in the fleet and should any of the wooden ones be lost this spring they also will be replaced by other steel craft. The result then will be that the new boats will kill out the young seals and the wooden boats will destroy the old ones, so that the end of the industry is not far remote in the opinion of many competent observers.

Various enactments have formerly been passed to preserve the seal herds. Until 15 years ago steamers could make two or more trips, but now they are restricted to one. In the same way, 300 men could be taken by each ship, but now 200 is the maximum. No seals can be killed before March 12, or after April 30, and killing on Sundays is strictly forbidden.

April 14.

Provincial Fishermen Expected.

The Yarmouth steamer, due to arrive at Boston tomorrow, will bring about 200 Provincial fishermen, most of whom will come here to ship. On the arrival of these men the fitting out of the main body of the Rips fleet will begin in earnest.

April 14

FISH WERE SCARCE

Sch. Kineo Home from Quero Bank With Small Fare.

Sch. Kineo, Capt. John G. Stream, arrived yesterday afternoon from a short trip to Quero bank, with a small fare. Capt. Stream reports very bad weather and cold, ice making on deck about very day the vessel has been out. But few chances to fish were offered and when they came fish were scarce. A few fish were found on the southwest part of Quero bank, when along came a gale and the vessel broke adrift.

Capt. Stream says he has been all over the lot. He saw some of the salt fishermen on the Peak and confirms the report of Capt. J. Henry Larkin of sch. Onato, published in yesterday's Times. He spoke sch. Athlete, which had 150 tubs of fish. On the passage home he sighted quite a fleet of had-dockers on Brown's bank.

Sch. Corona, Capt. Horace Wilde, is here this morning from Little La Have bank, with 50,000 pounds of fresh fish, this being his first trip in this craft. Capt. Wilde says that the vessel is all right but that fish were a little scarce.

Sch. Catherine G. Burke came to this port from Boston yesterday afternoon with 30,000 pounds of fresh fish to split.

ICEBERGS OFF CAPE RACE.

Gulf of St. Lawrence Reported Full of Packed Ice.

A Halifax, N. S., dispatch says that a wireless received there from Cape Race, N. F., yesterday, reports many large icebergs visible from the shore and close in, the wind not being heavy enough to carry them off shore.

A wireless to Halifax from Point Amour, N. F., yesterday, says that the Gulf of St. Lawrence is full of heavy, close packed ice, moving swiftly to the southeast, and that several bergs are in sight. The whole gulf is a great moving sea of ice as far as the eye can reach.

April 14.

THE DEVELOPMENT OF SHELLFISH,

Convention of National Association Held in New York May 5.

Will Inaugurate Campaign for Protection and Supervision.

Eighteen states will be represented at the first annual convention of the National Shellfish Association, which will be held in New York on Wednesday, May 5. Preparations are already under way for the meeting, which will mark the actual beginning of a serious movement looking to the development of the shellfish industries of the country along broad and liberal lines.

The convention will be the outcome of the organization of the national association in New York several weeks ago at a meeting which was called by Charles R. Bacon, chief of the New Jersey state bureau of shell fisheries.

In the recently-inaugurated propaganda for the conservation of the natural resources of every kind in this country, with President Roosevelt as its staunchest exponent, the shellfish subject is already playing an important part. At the White House conference of governors of states, which was called by the President last year, and which was largely attended, natural resources' conservation played an important part, and there was not a governor or a governor's representative from the coastwise states, in whatever part of the country, who did not exploit the shellfish and industries incidental thereto as one of the leading assets of his state.

April 14.

117

All these things were in the mind of Mr. Bacon when he conceived the idea of a national association for the furtherance of the interests of shellfish propagation. He wrote to every state in the country which has direct interest in shellfish and shellfish industries, suggesting a national organization to be formed of the state officials having those matters directly in charge.

From each one—there are 18, Maine, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida, Texas, Louisiana, Mississippi, Oregon, and California—he received a favorable and encouraging response.

Representatives of six states were present at the initial meeting and the association was formally started by the election of Charles R. Bacon, chief of the New Jersey bureau of shellfisheries, as president, and Dr. Caswell Grave of the Maryland state commission, as secretary, and the appointment of committees to arrange for the first convention. After disposing of the necessary formalities the new organization fixed upon May 5 as the date, and word has already been received that every state which has shellfish interests will have some one in attendance. It is also likely that the federal government will have a representative present, as there are already indications that Washington

regards the movement as one of importance.

In all the conventions, or rather gatherings, under the auspices of the national association, as well as in the widespread campaign of education, which it will inaugurate and carry on, the fundamental idea to be exploited will be that the shellfish industries everywhere and in every manner

Need More Protection and Intelligent Scientific Supervision

than they are now receiving. In New Jersey, for example, the energy of the association and its affiliated interests, will be directed toward procuring laws for protecting and propagating the natural beds and the natural growth of oyster seedlings. In Oregon, the efforts of the national organization will be directed toward aiding in the movement now under way by the state authorities and by private individuals and corporations there, to prevent further depletion of the native supply of oysters, and to encourage the cultivation in Oregon waters of oysters from New Jersey, Virginia and elsewhere in the east.

In one way or another each of the 18 states directly concerned will be assisted by the national association in whatever special manner may be most urgently needed, or most advisable, or desirable, after the various points of the situation presented in the respective states are given careful expert consideration. In every state where shellfish industries are a commercial factor and form a valuable natural resource, there has been more or less legislation pertaining thereto from time to time. Much of it has been the outcome of agitation by and for private interests. Some of it is good and some of it is in keeping with modern, progressive methods, ideas or needs.

Another of the subjects which will have primary consideration will be the problems involved in that highly important feature of the shellfish industries—transportation of oysters, in their shells, as well as after shucking, for various distances from one section of the country to another, and even to European countries. Virginia, Maryland, Connecticut and New Jersey are among the states most vitally interested in the latter proposition, and the federal government is just now deep in a line of exhaustive experiments with the idea of obtaining definite determination of several disputed questions involved therein.

They are being conducted under the direction of the public health department, and an unusually interesting report is expected to be shortly forthcoming in which the wholesomeness, or otherwise, of oysters opened before shipment from place to place will be discussed at length, together with various methods of packing and shipment.

April 14.

Crew Refused to Sail.

At Channel, N. F., recently 12 of the crew of the banking sch. Excelda, Capt. J. Butt, refused to sail in the schooner to the fishing grounds. They were taken before the Justice of the Peace there and charged with desertion. Each of the men was sentenced to 60 days imprisonment, and are now detained at Channel.

April 14.

April 14.

April 14.

MARKET BOATS GOT INCREASE.

Shore Fish in Demand at Boston Today.

T wharf is well supplied with fresh fish this morning, over-supplied in fact, for trade is reported quite dull. There are 22 trips there this morning, but many of the shore boats which did not sell yesterday are getting out their fares today.

Early yesterday it looked as though a number of these boats would have to come here and take their fares to the splitters, but the approaching storm caused them to hang on, and they got their reward this morning, for shore stock appears to be wanted all right.

Of the vessels there today three are from off shore, sch. Fannie E. Prescott, Capt. Thomas Downey, being high with 75,000 pounds, sch. Quonnapowit having 73,000 pounds and sch. Fannie Belle Atwood, 65,000 pounds.

Off shore haddock are going slow, so the two former crafts are looked for down here with fish.

Of the boats sch. Elizabeth W. Nunan is high with 25,000 pounds and the other fine fares are sch. Evelyn L. Thompson 20,000 pounds, sch. Ellen C. Burke 20,000 pounds, sch. Sadie M. Nunan 19,000 pounds, and the new sch. Alice, from her maiden trip, with 15,000 pounds. The other fares were from 700 to 13,000 pounds.

Haddock are quoted at from \$1 to \$2; large cod \$4 to \$4.50; market cod \$2 to \$2.50; hake \$2.50 and cusk \$1.

Portland Lobster Market.

The lobster market in Portland for the moment is pretty steady, the jobbing price being 20 cents a pound for live ones, and 23 for boiled, which is a drop of about three cents a pound under prices noted two weeks ago the price at retail being 28 cents. A heavy receipt of Nova Scotia lobsters in Boston a few days ago caused a slight break in prices on account of the market being overstocked, but later the situation improved, and prices are now steady. Lobster catchers on the Maine coast are asking 17 cents apiece for lobsters—large and small, but a little later in the season lower prices are looked for—say two or three cents apiece under those now ruling.

Most of the Nova Scotia lobsters at present are shipped direct to Boston for the Massachusetts laws allow a shorter lobster to be sold than the Maine law, consequently a trifle more has to be charged for these goods in Maine. On the Maine coast just now lobsters are scarce, with only a limited supply of boiled. The large dealers lose a good many lobsters while aboard the vessels. If the sea is smooth they are landed generally in good shape, but otherwise they are broken up considerably in the wells of the small craft, and many of them are thrown away.

In a few days the fleet of Portland lobster smacks, which are going to engage in the Nova Scotia lobster trade will be in commission. The schooner Edith M. Thompson cleared Monday for Charles Harbor, N. S., and sailed yesterday. Among the schooners now being fitted up for this business are the Nellie G. Davis, Eva M. Martin and Etta M. Burns, all of which will sail this week for Nova Scotia ports to bring lobsters to Portland.

Lunenburg, N. S., Fishing Notes.

Sch. Carrie L. Hirtle, Hirtle, is at W. C. Smith and company's wharf, fitting for the banks fishing.

Schs. Earl V. S., Zinck and Lila D. Young, Spindler, sailed Monday for the banks.

Sch. Advocate, Herman, arrived from Halifax Wednesday.

Sch. Coronation, Miller, is repairing and fitting for the banks.

Sch. Gladys B. Smith, Corkum, is at W. B. Smith & Company's wharf fitting for the Newfoundland fishery.

Sch. Helen G. Morse, Westhaver, from Martin's Brook, is on the marine slip for repairs.

W. C. Smith & Co.'s schooner Eva June, Schnare, is ready to sail for the banks.

Sch. Warren G. Winters, Winters, is at Eisenhauer's wharf, fitting for the Newfoundland fishing.

Today's Receipts.

Sch. Catherine G. Burke, via Boston, 30,000 lbs. fresh fish.

Sch. Kineo, Quero Bank, 6000 lbs. halibut, 12,000 lbs. fresh fish, 5000 lbs. salt cod.

Sch. Corona, Le Have Bank, 50,000 lbs. fresh fish.

Sch. Selma, via Portland, 80,000 lbs. salt cod.

Sch. Walter P. Goulart, shore.

Sch. Tecumseh, shore.

Sch. Ida S. Brooks, shore.

Sch. Maud F. Silva, shore.

Sch. Edith Silveira, shore.

Sch. Flora J. Sears, shore.

Sch. Seaconnet, shore.

Sch. Stranger, shore.

Sch. Belbina P. Domingoes, shore.

Sch. Clara G. Silva, shore.

Sch. Minerva, shore.

Sch. Rose Standish, shore.

Vessels Sailed.

Sch. Eglantine, Rips.

Sch. Emily Sears, haddocking.

Sch. Rose Standish, haddocking.

Sch. Alice R. Lawson, Newfoundland, salt herring.

Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 8 1-2 and 6 cts. per lb. for white and gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish, Western cod, large, \$1.65; mediums, \$1.40; Eastern cod, large, \$1.55; medium, \$1.30; cusk, \$1.50; for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00; snappers, \$1.00.

Shore frozen herring for bait, \$2.00 to \$2.50 per cwt.

Round pollock, 50 cts. per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

Fishing Fleet Movements.

Capt. John G. Stream of sch. Kineo reports speaking schs. John Hays Hammond and Waldo L. Stream on Quero bank recently. They found fish scarce and went to the eastward.

Sch. Mary F. Curtis is fitting for a salt shacking trip under command of Capt. Henry Curtis.

Capt. Henry Arsenault is fitting sch. Henry M. Stanley for a fitched halibut trip.

Sch. Teazer of this port was at Portland yesterday with 5000 pounds of halibut. Sch. Ella G. King of this port, one of the Georges handline fleet, was also there yesterday with 14,000 pounds of salt cod and 1000 pounds of halibut.

Sch. Nellie Dixon is at this port from Boston to fit for south seining under command of Capt. James Ellis.

Sch. Fannie E. Prescott, Capt. Thomas Downey, will now give up haddocking and will fit for seining after she comes down here from Boston and takes out her fare of fresh fish.

Harbor Notes.

Schs. Mary F. Curtis and Henry M. Stanley are taking salt from the steamer Alicia.

Sch. Parthia is taking salt from the steamer Michail Ontchoukoff.

Sch. Onato is on Burnham's railways.

The salt steamer Alicia has come up the harbor and is anchored in the Deep Hole. The salt steamer Michail Ontchoukoff has hauled out of the Deep Hole and docked at the Parsons salt wharf at East Gloucester.

Sch. Gertrude is on Parkhurst's railways.

Boston Arrivals.

Sch. Alice, 14,000 haddock, 1000 cod.

Sch. Ellen C. Burke, 18,000 haddock, 2000 cod.

Sch. Olivia Sears, 3000 cod.

Sch. Valentina, 1000 haddock, 300 cod.

Sch. Emerald, 3000 haddock, 2400 cod.

Sch. Klondike, 2000 cod.

Sch. Florida, 5000 haddock, 1000 cod, 1000 hake.

Sch. N. A. Rowe.

Sch. Quonnapowit, 30,000 haddock, 15,000 cod, 8000 hake, 20,000 cusk, 1000 halibut.

Sch. Joseph H. Cromwell, 8000 haddock, 2000 cod.

Sch. Fannie E. Prescott, 60,000 haddock, 10,000 cod, 5000 cusk.

Sch. Genesta, 12,000 haddock, 1000 cod.

Sch. Elizabeth W. Nunan, 20,000 haddock, 5000 cod.

Sch. Fannie Belle Atwood, 30,000 haddock, 15,000 cod, 20,000 cusk.

Sch. Evelyn L. Thompson, 16,000 haddock, 2000 cod, 1000 cusk, 1000 pollock.

Sch. Mabel Bryson, 5000 cod.

Sch. Mary J. Ward, 6500 haddock, 500 cod.

Sch. Hobo, 2000 cod.

Sch. Mary Emerson, 600 cod.

Sch. Nokomis, 5000 haddock, 500 cod, 500 cusk.

Sch. Sadie M. Nunan, 15,000 haddock, 2000 cod, 2000 cusk.

Haddock, \$1 to \$2 per cwt.; large cod, \$4 to \$4.50; market cod, \$2 to \$2.50; hake, \$2.50; cusk, \$1.

Portland Fishing Notes.

The following vessels were at Portland Monday with fares of fresh fish:

Steamer Gladys, 3000 pounds.

Steamer Elthier, 7000 pounds.

Sch. Mineola, 7000 pounds.

Sch. Eva and Mildred, 800 pounds.

Sloop Sea Foam, 2000 pounds.

Sch. Margie Turner, 25,000 pounds pollock.

The fish commission steamer Gannet was at Portland, Monday and the captain reports the sea outside so rough that the fishermen had nothing for him. Last week he was able to secure several millions of cod eggs and also about 10 millions flounder eggs which were brought in by the steamer Elthier. Fifty flounders were secured, the largest ever landed at Portland, some of them as big as chicken halibut.

April 14.

Fishing Facts and Fancies.

During last week fresh codfish was selling at two cents a pound at Channel, N. F., and halibut at eight cents a pound, says a Newfoundland paper. The latter fish has been very plentiful, but owing to a big demand for it at Sydney, the price has been kept at a high figure.

A few weeks ago there were big schools of herling at S. W. Arm, Green Bay, N. F., and good hauls were made through the ice in nets, let down through holes which had been cut for the purpose. The people have no salt to cure the fish and pretty well all that was taken had to be destroyed later.

April 15.

FIRST MACKEREL RECORD PRICE

Three Barrels Brought

75 to 90 cents EACH at

Fulton Market Today.

Large Schools Sighted

Off Diamond Shoal

Lightship.

The first mackerel have been landed. Some lucky chap, nobody knows who just yet, has snared a few and landed them and they have been shipped to New York. There were only a few of them but they brought a great price, indeed all records for high figures in that direction have been broken to smash.

A dispatch to the Times this morning from its New York correspondent states that three barrels of very large mackerel were landed at Chincoteague yesterday and shipped to New York, arriving at Fulton market this morning. The fish sold at from 75 to 90 cents each, which is far and above the highest price ever paid before.

Simon Henderson, a well known fishman of this port, who has been fishing out of Galveston, Texas, all winter, got home here last evening, coming to New York yesterday on the steamer Denver. He brings mackerel news which can be credited.

He is a reliable fisherman, and knows what mackerel are. Like others of the boys who come home from the south fishery at this time of year, he was up about at night while the steamer was ploughing up over the mackerel ground.

He says that as near as he could judge, they were about 120 miles north half east from Diamond Shoals lightship, which is off Cape Hatteras when they ran into mackerel schools. This was about nine o'clock Tuesday night. The water fired finely and for hours they sailed through and by school after school of fish. About 25 miles from where they saw the last school, and to the northward they saw the lights of seven or eight seiners and could also see the vessels. They were all cruising about, evidently working.